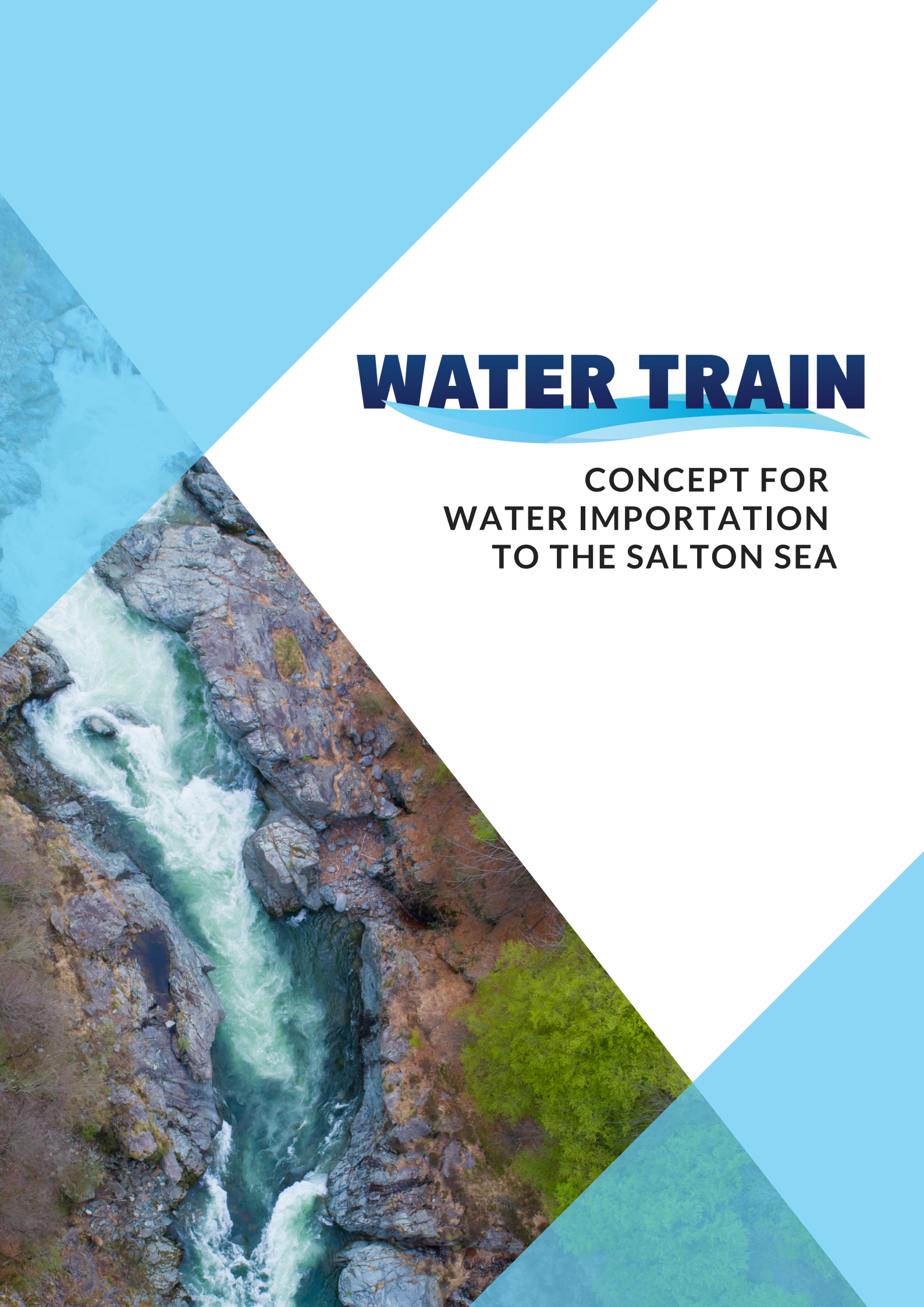


# **WATER TRAIN**

CONCEPT FOR  
WATER IMPORTATION  
TO THE SALTON SEA



# SECTION 1

## *Identification of Project Team*

**David Rangel - President**

Project Role: Director of Operations

**Scott DeVries - Vice President**

Project Role: Project Management

**Chris Christy - Vice President of Legal**

Project Role: Legal Team

**James Ferguson - Chief Compliance Officer**

Project Role: Legal Team

**Jessica Ringor - Chief Financial Officer**

Project Role: Director of Finance

**Gail Bledsoe - Fiscal Compliance Officer**

Project Role: Planning & Finance Team

**Gary Hunter**

Project Role: Railroad Logistics & Strategic Planning

**Jim Scott**

Project Role: Railroad Operations & Safety

**Jared Rangel**

Project Role: Railroad Scheduling



## SECTION 2

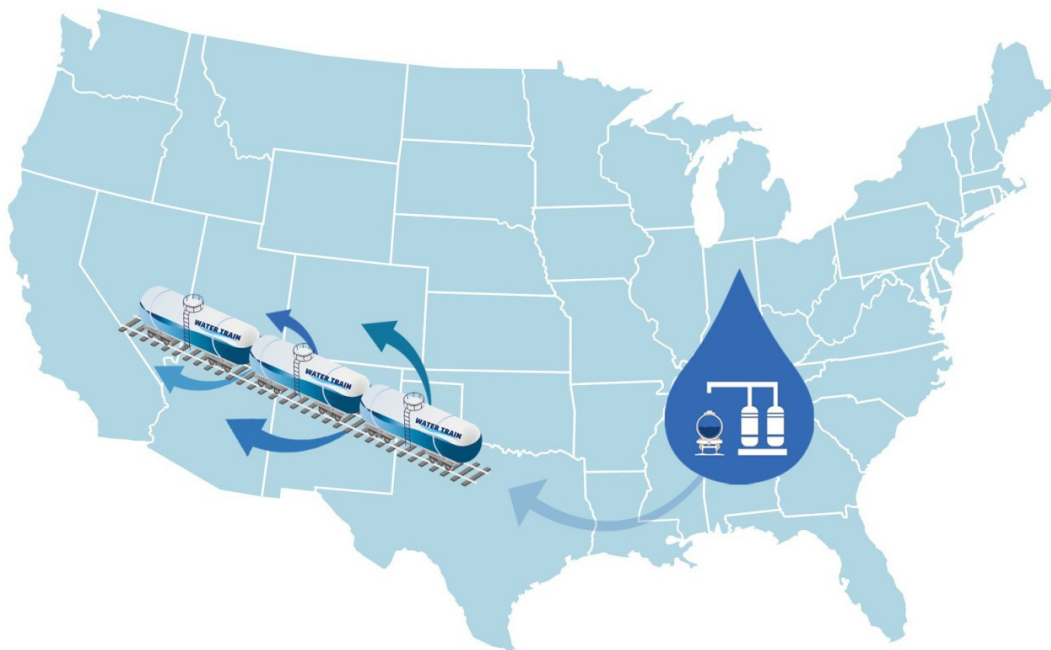
### *Narrative description of project concept*

Our concept is to import water by train to the Salton Sea for its long-term restoration. Water Train is an innovative solution to today's water crisis. Water Train specializes in the bulk delivery of water by railroad tank cars to regions where existing water supplies are low.

Water Train uses an exclusive fleet of water tank cars to move both potable and clean water. Filled with over 23,000 gallons each, Water Train can deliver up to 2.5 million gallons of water per train. Water that is available for delivery now, not years away.

### ACTION PLAN

Unit trains consisting of up to 110 rail cars are bulk loaded at Water Train facilities at locations in areas east of the 100th Meridian.



**DISCLAIMER:** This map is intended to be a representation of Water Train logistical capabilities, but does not necessarily represent or reflect the actual specific locations of current or intended future Water Train origin or destination facility locations. All Water Train facilities comply with all applicable laws, regulations, statutes, and ordinances.



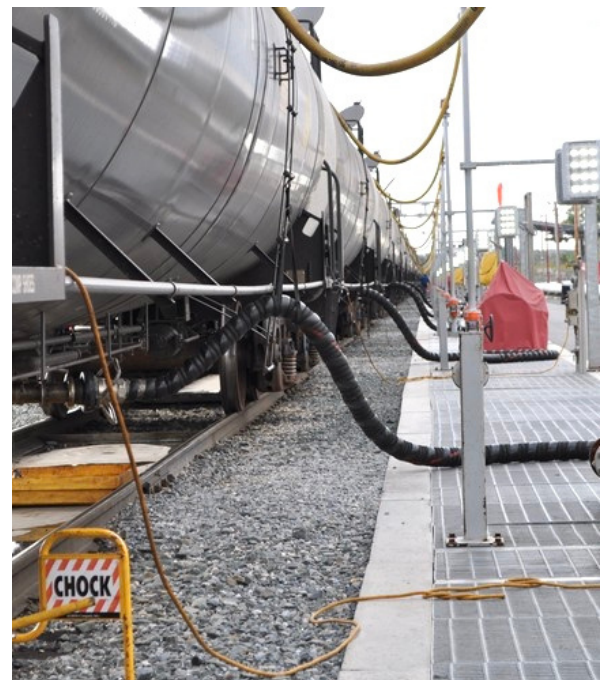
Next, the customer commits to contractual deliveries as short as six months or as long as needed. Trains then arrive at the customer's rail site, are unloaded within specific time limits and returned back for reloading.



When deciding on volume demands and delivery schedules, Water Train representatives will coordinate unit train availability, logistical aspects, and any other factors to assure timely product delivery. They will also assist in determining locations for water unloading, storage and/or distribution.

## WHAT IF I DON'T HAVE *Rail Access?*

For customers without direct or nearby rail access, Water Train can help locate rail site locations suitable for your use. Water Train can also assist to study and identify existing rail corridors. Commercial and municipal enterprises can then take steps to acquire old easements and re-install trackage. A common practice used by many local and county governments to guarantee transportation corridors for the public good.





## SECTION 3

### *Planning and design process of project*

#### PROJECT FEASIBILITY

Water Train is currently transporting water to other locations via rail in the united states.

#### WATER SOURCE IDENTIFICATION

Water Train controls over 320 million acres of water shed in three eastern states. Water that is of high quality, natural spring water with limited biological contamination. Minimal processing of the water is required. Water is free from metal or other contaminates.

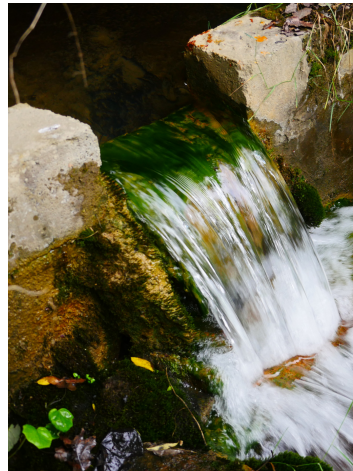
Water Train is the legal owner or authorized developer of facilities. Water Train uses existing public and preexisting commercial United States railroad network for conveyance of water.





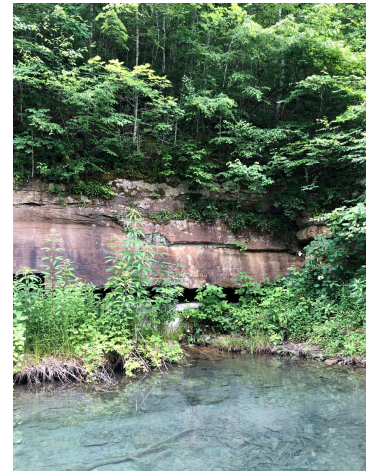
### CLEAN & SAFE

Testing indicates no presence of PFAS or related chemicals in our water resources.



### EXCESS WATER

Our Watershed produces an excess supply of water. More than what is needed for its own regional needs, allowing a surplus to transport to areas in crisis.



### REPLENISHED

Our water sources are continually replenished due to their geographical location in which they generally have substantial rain fall.

## ENVIRONMENTAL IMPACT

There are no State or Federal negative environmental impacts anticipated. Water Train does not use any surface rivers, lakes or streams. All water offered for Salton Sea recharge use is sourced from private lands.

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## SALTON SEA SALINITY

Water Train does not offer salt water. Water train only offers pure, spring water for the Salton Sea Replenishment project.

## WATER USE

Water Train water sources have a documented 120-year history of artisan water discharge. This is no consumptive loss, no system loss or evaporation during the loading or transportation of water from source to destination. Currently, Water Train only utilizes approx. 3% of our known water reserves with our three state watershed.

## CROSS BORDER GOVERNMENTAL ISSUES

Water Train water originates in the United States and does not leave the united states during any part of our water delivery.

## PROJECT DEVELOPMENT SCHEDULE

New Water Train projects can be fully operational within 90 days of authority to proceed.

## OPERATION SCHEDULE

Water Train estimates approximately 8 years of water service. Transporting a minimum of 14,000 acre feet of water a year. Water Train has the capability to increase water delivery to speed up the elevation rise.



## SECTION 4

### *Cost Projections as of October 1, 2021*

- Fresh water 9 cents a gallon
- F.O.B . Loading point.
- Unloading cost \$2590 per train using four employees from IID or Imperial County. One train unloads in 8 hours. Payable to employer.
- Unloading facilities charge \$1500 per train payable to IID to unload water into first available lateral canal.
- Accessorial Labor crew charges to railroad of \$2000 per train in event of any overtime charges.
- Unloading hoses \$14,000 for twelve, fifty, foot six-inch unload water hoses. Payable to unload agency.

## SECTION 5

### *Plan for Funding*

Water Train will use existing company facilities for the Salton Sea project and will not require infrastructure funding. Water Train will be responsible for water quality, water loading, and water transportation to destination.



## EXECUTIVE SUMMARY

Quantification Settlement Agreement (QSA) enacted in 2003 by the Imperial Irrigation District (IID) and the City of San Diego seem to mark the start of the modern day Salton Sea loss of elevation event. Surplus regional irrigation water was diverted to San Diego. Remaining water from chemically contaminated waste, effluent from Imperial County cities, and untreated toxic water dumped into the New River from international points has turned the Salton Sea into a poisonous waste dump. Today's Salton Sea is now devoid of once vast numbers of birds and fish. The dust of the exposed lakebed is said to make toxic particles airborne for all to inhale.

The popular solution that has advanced over the years is an international pipeline to transfer water from the Sea of Cortez to the Salton Sea. Water Train is offering a completely different solution. A solution that considers great factors affecting the Salton Sea region and the citizens of Mexico alike. Factors that demand that the Salton Sea history remembers the sea was formed with fresh water, and the solution is replenishment of only fresh water.

Thank you for your time and consideration.



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